

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 40, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

In Stock

For quotation apply—

SHANGHAI OFFICE.

New delivery of

STRAW HATS.

A "Heath" or "Ritz" Hat affords its wearer a pleasing sense of confidence in his appearance.

NEWEST STYLES NOW SHOWING

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building

Des Vaux Road

DOUGLAS & GRANT LTD.

KIRKCALDY, SCOTLAND

RICE MILLING

MACHINERY

The largest and

most widely



experienced makers

in the world.

Sole Agents in South China

DODWELL & CO., HONGKONG.

HONGKONG HOTEL GARAGE

TYRES AND TYRE SERVICE.

UNITED STATES RUBBER

TYRES AND TUBES

New shipment just arrived Ex: s.s. "Suruga"

Size	Inch Sizes Fabric	Tyres	Tubes
26 x 3	Clincher	\$23.00	\$4.80
28 x 3	"	35.00	6.00
30 x 3	"	35.00	6.25
32 x 3	"	36.00	6.50
34 x 3	"	45.00	7.50
36 x 3	"	55.00	8.50
Millimeter Sizes Fabric			
875 x 105	Clincher	66.00	
885 x 105	"	73.00	
815 x 120	"	80.00	
880 x 120	"	82.75	
880 x 135	"	95.00	
895 x 135	"	99.00	
Inch Sizes Royal Cord			
32 x 3 1/4	Straight Side Non Skid	85.00	8.00
34 x 4	"	115.50	9.75
36 x 4	"	120.00	10.50
38 x 4	"	122.00	11.00
40 x 4 1/4	"	130.00	11.50
42 x 4 1/4	"	135.90	11.75
44 x 4 1/4	"	137.00	12.00
46 x 4 1/4	"	145.50	12.25
48 x 5	"	145.00	13.00
50 x 5	"	155.00	13.50
Inch Sizes Nobby Cord			
36 x 6	Straight Side Non Skid	180.00	25.00

SPORT.

CRICKET.

UNITED SERVICES v. THE CLUB.

Following up their victory of Saturday, the Hongkong Cricket Club met the United Services yesterday, on the Club ground. When these two sides last met on January 28th the match was abandoned in its closing stages, the advantage then resting with the United Services. In yesterday's match there were several changes in the personnel. Each side batted 12 men and fielded eleven.

At the outset it was decided to play a one innings match but as this was concluded shortly before tea-time it was decided to carry on. On the first innings, the Club finished with 16 runs to the good. At one stage in the game the United Services were doing very badly; eight wickets having fallen for 53, but with the steady-batting of Lieut. Frank, partnered by the Rev. H. Crole-Rees, and later by Lieut. White, the score mounted slowly to 101, when Lieut. White was tempted to hit out at an easy ball; this he lifted into Sayer's hands and the side went out just as things were beginning to get exciting.

On neither side was the scoring high in the first innings, and on the whole it was a bowler's day. With the very first ball of the match, Sayer was caught and bowled, and a little later de Rome and Pearce were on their way to the Pavilion, having gone out for one and two respectively.

None of the Club's batsmen reached 50 and only two passed the 20 mark, Owen Hughes being credited with 20 before he was caught by Matthews.

For the visitors, Purcell and Frank were the outstanding batsmen. Frank's 17 included a "sixer" for six.

The fielding on both sides was remarkably good, and some very smart returns were witnessed. Sayer, at cover point, had four catches to his credit whilst Owen Hughes stopped several swift balls.

Of the bowlers Capt. Davies again did well, taking four wickets for 24. E. G. Lammert was the most effective of the Club bowlers, capturing five wickets for 50.

Going in to bat for the second time, the Club knocked up the good all-round score of 124 for six wickets, when they declared. De Rome and Pearce were the principal contributors, the former scoring 47 and the latter 30.

Requiring 150 for a win the Services replied with 120 for nine wickets when stumps were drawn. The match thus resulted in a draw, but on this occasion the advantage lay with the Club.

The outstanding feature of the second innings, if not of the whole match, was Lieut. Frank's vigorous five-minute display with the wicket. In this time he scored 31 runs, in two overs, off Lammert, which included three sixes and two fours. It was evident that Lammert was tired after bowling right through the first innings. He was relieved by Hamilton, who met with considerable success, capturing five wickets for 33 runs.

A peculiar incident happened during the second innings of the Services. Edgell returned a ball on to his partner's (Olliver's) wicket and displaced the middle stump. Before realizing what had happened Edgell completed a run and both players were standing in the one crease. The ball was promptly returned to the vacant wicket and the balls sent flying. Edgell was declared out. Scores:

HONGKONG C.C.			
1st Innings.			
F. J. de Rome, b Le Fleming	1		
G. R. Sayer, c and b Davies	0		
H. Owen Hughes, c Martin b Davies	26		
T. E. Pearce, b Le Fleming	2		
R. E. A. Webster, c and b Le Fleming	22		
D. B. Peat, b Davies	0		
F. Müller, b Davies	1		
F. H. Farthing, st. Franks, b Le Fleming	17		
E. W. Hamilton, not out	17		
L. J. Davies, b Le Fleming	7		
E. B. Reed, c Davies, b Le Fleming	0		
E. G. Lammert, st. Franks, b Graham	20		
Extras	2		
Total	117		

Fall of wickets:—			
1-0, 2-6, 3-8, 4-38, 5-53, 6-44, 7-62, 8-74, 9-83, 10-87, 11-117.			
Bowling Analysis.			
	O.	M.	R.
Davies	17	7	35
Le Fleming	16	8	76
Graham	3	0	4

UNITED SERVICES.			
1st Innings.			
Major Matthews, c Pearce, b Reed	11		
Capt. Stewart, b Reed	0		
Capt. Olliver, b Le Fleming	0		
Capt. Fleming, b Lammert	0		
Capt. Davies, b Lammert	6		
Ray Purcell, c Sayer, b Lammert	27		
L. Com. Drew, run out	2		
Com. Edgell, c Sayer, b Lammert	6		
Lieut. Frank, not out	17		
Rev. Crole-Rees, c Sayer, b Reed	14		
Lieut. Graham, c and b Reed	1		
Lieut. White, c Sayer, b Reed	12		
Extras	5		
Total	101		

Fall of wickets:—			
1-0, 2-1, 3-1, 4-9, 5-33, 6-42, 7-40, 8-53, 9-69, 10-71, 11-101.			
Bowling Analysis.			
	O.	M.	R.
Reed	17	3	60
Lammert	17	1	46

(Continued at foot of next column.)			

FOOTBALL.

CHARITY MATCH.

SERVICES, 2; CIVILIANS, 1.

The charity match on the Club ground for the Submarine H2 Disaster Fund had its share of patronage yesterday afternoon and added \$115 to the fund.

The teams lined out as follows:—

Services.—Mitch (Tamar); Walker (R.G.A.) and Cleaves (Curlew); Pascoe (R.G.A.), Hudson (Tamar) and Lieut. H. R. Donovan (R.G.A.); Dangerfield (King's), Duval (Ambrose), Lieut. G. R. Jones (King's), Cook (Curlew) and Lamb (Curlew).

Civilians.—G. Rodger (Club); W. G. Gerrard (Club) and J. McCubbin (Club); W. Telford (Club), J. Stewart (Club) and A. Wheeler (Kowloon); Cheung Wing Shing (South China), A. Forsyth (Club), S. D. Begg (Club), Ip Kai (South China) and Lau Tak Chung (South China).

Referee: Mr. Wakeham.

The Services started, and good work by their left wing saw the ball cross the Club goalmouth, Dangerfield turning just wide of the post. The exchanges were fast, and though in favour of the Services the Civilians were the first to score, Lau Tak Chung sending over and Forsyth turning the ball inwards it found the net, although Mitch would probably have cleared had not Cleaves run across just as the goalkeeper was picking the ball up. At the other end McCubbin got in front of a drive from Jones, the ball rebounding out of play and the Services were awarded a corner. Dangerfield placed well and Jones headed a trifle high.

Lau Tak Chung beat Walker, and sending over Cleaves cleared. The Services going down Cook shot just wide.

Duval sent in a drive which would probably have found its objective had not McCubbin charged it down; the ball rebounded to Stewart who swung out to Cheung Wing Shing and the latter sent in a good shot, Mitch saving with Begg close in. The game was very fast and the interval arrived with the Club leading by the only goal scored.

Resuming, the Civilians went away with a dash but the Services' defence was sound and the play was transferred to the other end, Rodger being kept busy with shot well directed by the inside forwards. Play did not slacken and considering the heat both teams played excellent football. Although the Services had most of the play it seemed that the match would end in a win for the Civilians. With but five minutes to go a win seemed certain for the Civilians when the Services pulled the game out of the fire and won practically in the last second of the game. The first goal came from a brilliant shot by Jones from about 25 yards' range which landed the ball out of Rodgers' reach high in the net and made the score equal.

The second goal came through Cook who received the ball about 30 yards out, and going out to the left sent in a shot which Rodgers found too hot to hold, and the ball rebounding to Duval who was close up the Ambrose man put it into the net thereby winning the match for the Services. Immediately the ball was started from the centre the final whistle sounded, leaving the Services winners of a good game by two goals to one.

HONGKONG C.C. 2nd Innings.

F. J. de Rome, b White	47
R. E. A. Webster, c Olliver, b Le Fleming	2
H. Owen Hughes, run out	0
E. W. Hamilton, b Davies	11
E. G. Lammert, c and b Le Fleming	5
T. E. Pearce, c Drew, b Graham	30
G. R. Sayer, not out	14
F. H. Farthing, not out	10
Extras	15
Total for 6 wickets (Dec.)	134

Total for 6 wickets (dec.)...	134
F. Miller, D. B. Pent, L. J. Davies, and E. B. Reed did not bat.	
Fall of wickets:—	
1-2, 2-5, 3-23, 4-34, 5-100, 6-109.	

UNITED SERVICES.			
2nd Innings.			
Major Matthews, c de Rome, b Hamilton	7		
Lieut. Frank, b Reed	41		
Capt. Le Fleming, c Webster, b Hamilton	9		
Capt. Davies, c de Rome, b Hamilton	25		
Rev. Crole-Rees, c and b Reed	12		
Rev. Purcell, b Reed	4		
Com. Edgell, run out	0		
Lieut. Stewart, c Sayer, b Hamilton	0		
Capt. Olliver, not out	13		
Extras	4		
Total (for 9 wickets)	128		

Fall of wickets:—			
1-2, 2-53, 3-59, 4-66, 5-100, 6-106, 7-109, 8-106, 9-128.			
Bowling Analysis.			
	O.	M.	R.
Reed	10	0	30
Lammert	9	0	31
Hamilton	7	0	33

Lieut. White and Lieut. Graham did not bat.			

Fall of wickets:—			
1-2, 2-53, 3-59, 4-66, 5-100, 6-106, 7-109, 8-106, 9-128.			
Bowling Analysis.			
	O.	M.	R.
Reed	10	0	30
Lammert	9	0	31
Hamilton	7	0	33

Lieut. White and Lieut. Graham did not bat.			

Fall of wickets:—			
1-2, 2-53, 3-59, 4-66, 5-100, 6-106, 7-109, 8-106, 9-128.			
Bowling Analysis.			
	O.	M.	R.
Reed	10	0	30
Lammert	9	0	31
Hamilton	7	0	33

Lieut. White and Lieut. Graham did not bat.			

Fall of wickets:—			
1-2, 2-53, 3-59, 4-66, 5-100, 6-106, 7-109, 8-106, 9-128.			
Bowling Analysis.			
	O.	M.	R.
Reed	10	0	30
Lammert	9	0	31
Hamilton	7	0	33

Lieut. White and Lieut. Graham did not bat.			

LUSITANO RECREATION CLUB.

ANNUAL ATHLETIC MEETING.

A large concourse of supporters of the Lusitano Recreation Club assembled at the Race Course, Happy Valley, yesterday afternoon, for the annual athletic meeting. The sports were closely contested and the interest of the spectators was maintained throughout.

The cups and other awards were presented afterwards by Madame Fernandes. The President of the Club (Mr. A. G. da Rocha) thanked the donors of the prizes, and those who had helped to make the day a success.

The following are the results of the contests:—

Long Jump.—1. P. M. Xavier (17ft. 4in.); 2. A. A. Luz.

120 Yards (Handicap).—1. Assumpcao (5 yards); 2. M. P. Remedios, Jr. (5 yards).

Boys' Race, 220 Yards (Handicap).—1. Barros; 2. L. Silva.

High Jump.—1. A. A. Luz; 2. P. M. Xavier.

Bicycle Race, 1 Mile (Handicap).—1. J. A. de V. Soares (70 yards); 2. Fred. Wilkinson (100 yards).

440 Yards Flat Race Challenge Cup (Presented by Charles. Montague Ede, Esq.).—1. F. Rodrigues (58 3-5secs.); 2. Jono E. Maher.

Boys' Race, 120 Yards (Handicap).—1. Jose Alves; 2. S. Rozario.

Egg and Spoon Race, 100 Yards.—1. M. M. Silva; 2. P. M. Xavier.

100 Yards Championship Race.—1. F. Rodrigues (10 3-5secs.); 2. H. J. Prata.

Girls' Race, 100 Yards (Handicap).—1. Marie Alves; 2. C. Botelho.

440 Yards Flat Race (Handicap).—1. L. Carvalho (30 yards); 2. J. V. Cordeiro (30 yards).

Bicycle Race, 2 Miles (Handicap).—1. Mario Remedios (100 yards), 6min. 55secs.; 2. J. A. de V. Soares (140 yards).

Flat Race, 220 Yards (Handicap).—1. M. P. Remedios, Jr. (8 yards); 2. E. A. Silva (10 yards).

120 Yards Flat Race (Handicap).—1. Figueiredo; 2. A. G. da Rocha.

220 Yards Flat Race (Championship of the Colony).—1. F. Lee, H.M.S. Titania (24 1-5secs.); 2. A. Rahmin.

Sack Race, 50 Yards.—1. F. A. Loureiro; 2. J. V. Cordeiro.

Girls' Race, 120 Yards (Handicap).—1. Sela Barros; 2. Cissy Xavier.

1 Mile Flat Race (Handicap).—1. A. A. Silva (60 yards); 2. L. Carvalho (30 yards).

Flat Race, 1 Mile (Handicap). Open to European Sailors, Soldiers and Police.—1. B. C. Bell (2min. 21secs.); 2. L. C. Barlow.

Ladies' Nomination (Thread the Needle).—1. F. L. Silva and Mrs. F. L. Silva; 2. J. M. Brito and Miss C. Xavier.

One Mile Relay Race (Open to the Colony).—1. United Athletic Club, G. A. Hyder, B. A. Hyder, Chubb and Kent, 3min. 46secs.

One Mile Flat Race Mattoni Challenge Cup.—1. J. Soares, 5min. 28 4-5secs.; 2. F. E. Antonio.

The following were the officials for the day:—

Patrons.—H.E. the Governor, Sir B. E. Stubbs, K.O.M.G., the Right Rev. D. Pozzani, Bishop of Tavira.

Hon. President.—Senhor Antonio Luis Cerveira de Albuquerque e Castro, Consul-General for Portugal.

President.—Mr. A. G. da Rocha.

Acting Hon. Secretary.—Mr. M. F. Baptista.

Acting Hqn. Treasurer.—Mr. F. L. Silva.

Working Committee.—Messrs. A. V. Barros, S. A. Marcel, C. F. Vas, A. C. Ribeiro, A. C. Rozario, A. J. V. Ribeiro and H. B. Pereira.

Judges.—Messrs. A. C. Botelho, E. J. de Figueiredo, P. V. Botelho, A. M. L. Soares, J. D. Osquid, A. D. Barreto, A. F. B. Silva-Netto and B. Basto.

Referee.—Mr. A. A. Alves.

Handicappers.—Messrs. F. L. Silva, A. J. V. Ribeiro, A. C. Rozario, P. V. Barros and S. A. Marcel.

Starters.—Messrs. A. E. S. Alves and J. M. V. Remedios.

Time-keepers.—Messrs. C. M. S. Alves and M. P. Remedios.

Clerks of the Course.—Messrs. A. J. V. Ribeiro and A. C. V. V. Hiberio.

Mr. Chow Tzechi has been appointed Minister of Education in the Peking Cabinet concurrently with his office of Acting Premier, with the object of breaking the Cabinet deadlock. Mr. Chow Tzechi has been responsible for many reforms, while previously in office and enjoys a good reputation.

VICTORIA RECREATION CLUB.

REGATTA.

The second and last day of the V.R.C. Regatta, at Black Boulder Point yesterday, was even more successful than the first. A large number of visitors occupied the special marshes and the Navy and Army sent strong contingents which watched the races from launches. Competition was strong in practically every race and there was plenty of excitement. The following were the results of the contests:—

LUSITANO CUP, for senior fours Distance: One mile. For members of the V.R.C. Prison by the Lusitano Cup.

First: H. Dreyer (str.), J. Berntson 3, G. Morgenson 2, G. May (bow) and A. H. Carroll (cox).

Second: B. J. de H. Moore (str.), E. H. O'Farrell 3, J. Norgaard 2, P. A. Dixon (bow) and H. Simmonds (cox).

CHINESE CHALLENGER CUP, for junior fours. Distance: One mile. Prizes by the Chinese General Chamber of Commerce.

First: H. Tonniochy (bow), G. Jack 2, A. H. Mason 3, C. Earnshaw (str.) and G. May (cox).

Second: F. Roslet (bow), N. Shalbanoff 2, W. R. Andrews 3, O. Stutz (str.) and W. Carroll (cox).

A very close race. At the finish, one length separated first and second and one length second and third.

BROWN'S CHALLENGE CUP. Open to Garrison six-oared gigs. Distance: One mile. Prizes by Major-General Sir G. M. Kirkpatrick.

1st 87th Coy., R.G.A., 2, Royal Engineers. All the boats were close together until the end when the R.G.A. crew demonstrated superior reserve power developed during their exceptionally long period of training.

CHAIRMAN'S CHALLENGE CUP. Distance: One mile. Members of the V.R.C. Prizes by the Hon. Mr. Claud Severn.

First: H. Dreyer (str.), J. Norgaard 3, C. Earnshaw 2, A. H. Mason (bow) and A. H. Carroll (cox).

Second: B. J. de H. Moore (str.), J. M. Bragg 3, G. Morgenson 2, F. Schneepel (bow) and H. Simmonds (cox).

Third: G. May (str.), E. H. O'Farrell 3, J. Berntson 2, P. A. Dixon (bow), and S. F. Correns (cox).

Four boats entered and a fine race resulted. Moore's crew led all the way but had the misfortune, near the winning post, to break a stretcher. Dreyer's crew then got ahead and won by half-a-length.

SENIOR PAIRS. Distance: 1 mile. Prizes by H.E. the Governor.

1. B. J. de H. Moore and J. Norgaard. Many scratched their entries for this race and only two crews faced the starter. They had a good tussle and the race was won by a quarter-of-a-length. The winners had slightly the faster stroke which finally gave them the advantage.

OFFICERS' SKIFFS. Confined to officers of H.M. ships in harbour. The Curlew and Hawkins made a great fight for the mastery and the Curlew won by half a boat-length.

JUNIOR PAIRS. Distance: Half mile. Prizes by the Hon. Sir Paul Chater. This race was rowed in two heats. In the first, C. Earnshaw and N. Shalbanoff beat I. Ignatieff and F. Schneepel and then defeated W. R. Andrews and G. Morgenson in the second heat.

MIXED FOURS. This race caused a great deal of amusement. Each boat contained two lady and two men rowers and a lady cox. The efforts introduced a great many complications but the race was ultimately won by the crew consisting of A. H. Carroll (str.), N. Shalbanoff 3, Miss A. Marsh 2, Miss Esme Cornell (bow) and Miss T. Smith (cox).

THE SAILING EVENTS.

The sailing race, in which five boats started, was over a course of light and a half miles, and resulted as follows:—

1.—Winfield, sailed by Mr. Finch; corrected time, 3-35-37.

2.—Alga, sailed by Mr. Grist; corrected time, 3-36-10.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL

WE beg to announce the REMOVAL of our Office to No. 2, QUEEN'S ROAD CENTRAL on the 18th April, 1922.
THE BANK OF CANTON, LTD.
Hongkong, 17th April, 1922. [860]

PEAK CLUB

SUBSCRIPTION DANCE: this Evening By permission of the Band of the S.A. "Empire of Russia" will play. The Net Proceeds will be donated to the Seafarers Charity Fund.
JOHN BENTLEY, Hon. Secretary.
Hongkong, 18th April, 1922. [846]

IRE FIGUERAS STEAMSHIP CO., LTD.
IN VOLUNTARY LIQUIDATION.

NOTICE IS HEREBY GIVEN pursuant to Sections 138 and 212 of the Companies Ordinance 1911 that a GENERAL MEETING of the Members of the above named Company will be held at the offices of the Liquidator, Hongkong, on TUESDAY, the 30th day of May at 11 o'clock in the forenoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and of property of the Company disposed of and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company and of the Liquidators thereof should be disposed of.
Dated this 12th day of April, 1922.
THORSEN & CO., Liquidators. [864]

STROTHERS & BARRY

NOTICE TO CONSIGNEES

From SAN FRANCISCO & LOS ANGELES via HONOLULU, JAPAN PORTS & SHANGHAI.

THE Steamship

"WEST PROSPECT" having arrived from above mentioned ports on Sunday, April 16th, 1922, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hon-Shan Godown Co. and stored at Consignee's risk.
Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. Friday, April 21st, 1922, by the Company's Surveyors, Messrs. ANKER, now & ASH.
All claims must be presented within 10 days of the steamer's arrival here, after which they will not be recognized. No claims have left the recognized after the goods have left the Godowns, and no claims on and after April 22nd & 1922 will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.
STROTHERS & BARRY, Agents.
U.S.S.B. Emergency Fleet Corps.
Hongkong, April 16th, 1922. [862]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MENTOR" are hereby notified that the cargo has been brought forward by the "ANTYLOCHUS" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 17th April.
Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on any TUESDAYS & FRIDAYS between the hours of 10 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April will be subject to rent and any additional charges for storage incurred.
All claims against the steamer must be presented to the undersigned on or before the 25th May, or they will not be recognized.
Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the Godowns, which will entail delay in the return of subsequent cargoes.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th April, 1922. [863]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES

From CALCUTTA, PENANG & SINGAPORE

THE Steamship

"KUTSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where, and/or from the wharves, delivery may be obtained. Goods not cleared by the 23rd inst. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD. General Managers.
Hongkong, 17th April, 1922. [867]

INTIMATIONS

BRUNNER, MOND & CO. (CHINA), LTD.
DURING my absence on leave and until further notice Mr. N. C. E. HOCKEY will be in charge of the Company's interests in South China.
G. F. BASLAM, Divisional Manager.
Hongkong, 15th April, 1922. [855]

GODDARD & DOUGLAS
(Telephone 129)
MARINE SURVEYORS,
PRINCE'S BUILDINGS.

NOTICE OF REMOVAL

WE hereby give notice that we have REMOVED to New Offices on the 3rd Floor at No. 4A, DES VOUX ROAD CENTRAL.
GODDARD & DOUGLAS.
[812]

TAIKOO CLUB DEBATING SOCIETY.

SCOTT'S LAST EXPEDITION.

An illustrated lantern lecture by Capt. E. E. G. R. Scott, C.B., D.S.O., R.N., will be given at TAIKOO CLUB on WEDNESDAY, the 19th April at 8.45 p.m. Admission: Balcony (reserved) \$1.00, Area (reserved) \$2.00, Area (unreserved) \$1.00.
Tickets may be had at the door, or booked by Telephone to TAIKOO DOCKYARD GENERAL OFFICE. Proceeds of Lecture will be given to Naval Benevolent.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

THE FIFTH ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on TUESDAY, 25th day of April, 1922, at 5.15 p.m., for the following purposes:—
(1) To receive the Report of the Committee and Statement of Accounts to 31st December 1921.
(2) To elect the Officers and Committee for the ensuing year.
(3) To transact any other business.
By Order of the Committee,
R. STOECKY, Hon. Secretary.
Hongkong, April 15th, 1922. [838]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Building, on SATURDAY, 22nd April 1922, at 1.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st February 1922, and electing Directors and Auditors. The Transfer Books of the Company will be CLOSED from the 15th to the 22nd April, 1922, both days inclusive.
By order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD. Agents.
Hongkong, 5th April, 1922. [784]

NOTICE.

NATIONAL LOANS OF THE THIRD YEAR OF THE REPUBLIC (1914) AND OF THE FOURTH YEAR OF THE REPUBLIC (1915)

WITH reference to the Notice issued to the Press by the undersigned under date 23rd March, 1922, in which was published a list of the schedule numbers of those \$10,000 Bonds and \$1,000 Bonds of the above Loans for the interest and redemption of which the Inspector General of Customs is responsible, the public is hereby notified that, owing to an error on the part of the Ministry of Finance, three numbers were omitted from that list, namely:
4TH YEAR LOAN: \$1,000 BONDS: NOS. 2231, 2232, 2233, and that these three Bonds are redeemable, and interest coupons which they bear payable, from the funds under the administration of the Inspector General of Customs.
F. A. AGLEN, Inspector General of Customs.
Inspectorate General of Customs, Peking, 5th April, 1922. [836]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

Action No. 109 1922.

IN THE GOODS OF LEUNG KUN alias LEUNG PING KUN alias LEUNG YUET WA late of No. 28, Praya East Victoria in the Colony of Hongkong Lime Manufacturer deceased.

Between LAM LEUNG SHI alias LEUNG CHI NGOI Plaintiff

and

LEUNG WA HANG and LEUNG LUNG WA Defendants.

NOTICE IS HEREBY GIVEN that on the 11th day of April, 1922, Mr. JOHN HENNESSEY SETH of Victoria in the Colony of Hongkong Accountant was appointed administrator pendente lite of the estate and effects of LEUNG KUN alias LEUNG PING KUN alias LEUNG YUET WA late of No. 28, Praya East, Victoria, in the Colony of Hongkong Lime Manufacturer deceased, the owner of the Wai San firm, and that no person except the said JOHN HENNESSEY SETH or persons authorised by him is empowered to sell or otherwise to deal with any part of the assets of the said deceased or of the said firm including the lime made in the Wai San factory in Ping Chau.
Dated this 12th day of April, 1922.
GEO. K. HALL BRUTON & CO., Solicitors for the Plaintiff. [840]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on THURSDAY, April 20th 1922, at 4 o'clock precisely in the OLD CHAMBER OF COMMERCE ROOM, (1st Hall), for the following purposes:—
1. To receive the Report and Accounts of the Committee for the year ended 31st December 1921.
2. To elect a New Committee.
3. To transact any General Business.
By Order,
D. K. BLAIR, Secretary.
Hongkong, 8th April, 1922. [794]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
BOMAS A. L. JWS. W. QV. QV.

WANTED—Cook seeks position as House Trainer. Has had experience in Petrograd, Moscow, Veroneze & Harbin. Successful Meats at these places. Reply Box R.A. c/o Hongkong Daily Press.

WANTED—Employment by a Lady as MASSEUSE, Good references. Apply Miss N. BOMAS c/o 29, Astor House Hotel.

TO LET—1st of May, well furnished Bed Sitting Room with Board and every convenience for married couple; also one single room for bachelor. Apply Box Q.V. c/o Daily Press Office.

OFFICES TO LET—Two good rooms from 1st May till 31st October. Apply E. POLLOCK, Prince's Building.

TO LET.

From 1st July, 1922 or Earlier if Required.
SUITE of 5 ROOMS, 2nd FLOOR of 5, 15, 17, 18 & 19, Connaught Road Central. Verandah to each room FACING HARBOUR. LIFT from the Ground Floor. Apply Box 150 c/o Daily Press Office. [750]

TO LET.

TO RENT for 4 years. Beautiful home partially furnished, with 2 of a mile sea-front, standing in 50 acres, with every modern convenience, consisting of 3 large reception rooms, nurseries, 8 bedrooms, laundry, Tennis, bathing, fishing, boating & shooting. Near golf links.
Also 6-roomed house in grounds, unbuildings, etc. Rental U.S. Gold \$1,000 per annum.
Further particulars from E. D. THWAITES, Parkville, 1 Vancouver Island, British Columbia. [857]

WANTED.

BRITISHER with General Office experience and having about \$30,000 Capital desires Partnership or position of trust in a sound business.
Apply Box No. 859, c/o Daily Press Office.

FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply.
486 W. G. HUMPHREYS & Co.

FOR SALE

TREADLE Sawcutting Lathe, Fly Wheel on Treadle Shaft 4 1/2 Centres 36" from Sheers 2 1/2" between headstocks. Face Plate and Chuck 20" between wheels for Sawcutting, slide rest, nearly new.
Apply to DOUGLAS E. S. CO., LTD., 20, Des Voux Road Central.
Hongkong, 10th April, 1922. [820]

DAIRY FARM NEWS

STORAGE OF FURS, CARPETS AND WINTER CLOTHES.

As a protection against Moths and humidity, you cannot do better than store your Winter Clothes Furs and Carpets in our Cold Stores.

Packages can be insured with us against Fire and Theft.

For particulars apply to the Secretary,
THE DAIRY FARM, ICE & COLD STORAGE CO., LTD

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements namely:—
Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.
HONGKONG DAILY PRESS.

INTIMATION

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

Having Arisen

You may contemplate and enjoy a most refreshing and luxurious bath

By Using

WATSON'S Household AMMONIA

OR

WATSON'S TURKISH BATH SALTS.

A. S. WATSON & CO. LTD.

The Hongkong Dispensary,

ESTABLISHED 1841.

MARRIAGE.

CUSUM—MARTIN—At Peking, on April 6th, JOMY HERBERT CUSUM, of the Chinese Maritime Customs Service, to FRANCES, only daughter of Mr. and Mrs. James P. Martin, Los Angeles.

HONGKONG OFFICE: 10A, DES VOUX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 18TH, 1922.

AN ANTI-CHRISTIAN MOVEMENT.

Rumors have been coming from the North recently of an "anti-Christian movement" which is said to be spreading rapidly, not only in Peking and Tientsin, but also in Shanghai, Hankow and the Central and Mid-China provinces generally. It is difficult to estimate the significance of the movement, but we are not inclined at present to regard it as more than a passing phase of the unrest which is so wide-spread in China at the present time. We are told by a Chinese news agency that the Government is watching the movement "with energetic eyes," and is prepared to adopt "the proper measures" for dealing with the situation in case any danger arises. They are very desirous of dispelling any idea abroad that there is an anti-foreign movement in China. The manifestation of organized hostility towards Christianity has synchronised with the holding of a Conference in Peking of the World's Students Federation, an international Christian organisation, and the counter demonstration has been organised among students of non-Christian educational institutions of the country, who pledge themselves to "fight by all lawful means against the evils of Christianity in China." From one of the manifestos, emanating in this case from Changsha, we gather that the claim is made that "since the opening of China to the commerce and residence of foreigners, most of her national troubles have been caused by the illegal actions and movements of the missionaries, especially the Catholics." This statement is followed by an admission that "in recent years, owing to a firmer control over the native adherents by the foreign missionaries and priests, Sino-foreign disputes have decreased in the various provinces, and this in turn accounts for the absence of anti-Christian disturbances and the burning of foreign churches by

the Chinese people." There does not seem to be at the back of the movement any real antipathy to Christianity per se. The Chinese Press sees in the movement Bolshevist influences, because the manifestos of the organisation seem to treat Christian and Capitalist as synonymous terms. Thus the World's Students Federation Conference in Peking is described as having been promoted by "the foreign capitalists who are aiming at the enslavement of China's millions under the guise of Christianity." There is little of the capacity for real study shown in this movement, by so-called students of the non-Christian educational schools, or they would never associate Christianity in their minds with the "enslavement of China's millions." The whole influence of Christian propaganda is clearly in quite the opposite direction. If these so-called "students," would stop to ask themselves what influences have brought into existence the non-sectarian educational institutions in which they are being trained, they would find it difficult to deny that the awakening of China on which they preen themselves has been brought about very largely indeed by the great educational work which the missionary organisations have been doing in China during the past century. It is very largely due to the work they have done throughout the country that the entire educational system in China has undergone such a tremendous change in the last twenty years, and one would suppose that the student class in China would be the first to recognise the debt with gratitude. Those who prefer to study in schools and colleges where Christianity is not taught are now able to do so in a growing number of educational establishments in China, but they evidently need to be reminded that these facilities would certainly never have been in existence to-day had it not been for the great educational labours of the Christian missionaries in China, supported almost entirely by funds contributed in Christian lands. What China has of an educational system on Western lines undoubtedly owed its inspiration to the educational work done by the missionaries, and one might have expected from the students in the Government's modern educational establishments, if not a feeling of heartfelt gratitude to the foreign missionaries, at least a spirit of toleration greatly strengthened by recognition of the debt they owe, it may be indirectly but none the less indubitably, to Christian propaganda in China.

Mrs. Duckworth, wife of Mr. F. F. Duckworth of the Hongkong Electric Co., has reported to the Police that whilst shopping at No. 33, Queen's Road Central, on Saturday, her handbag was stolen from the counter. Together with the contents the loss amounted to \$188.

A bronze statue of the late Dr. James Tien-jun, the famous Chinese railway expert and engineer, is to be unveiled in Peking on the 33rd inst., states the Chinese Press. Dr. James was one of the first Chinese to receive the honorary degree of Doctor of Laws from the University of Hongkong.

Two short railways are projected for the Punyu district of Kwangtung province. One line is to run from Tai Pu Han village, of Punyu district to Heungshan; the other between Tai Pu Han and Changshan in Hoiping district. The capital of the Company has been fixed at \$7,200,000.

The strike on the small river steamers of the Canton delta has apparently been settled on the following basis: 40 per cent. increase on wages below \$5 a month; 3.75 per cent. increase on wages above \$5 and under \$10 a month; on wages above \$10 a month 2.75 per cent.; and above \$30 a month 2 per cent.

A censorship on films is being instituted by the police authorities of Peking. According to the regulations which have just been issued films must first be examined by the police authorities before they may appear on the public screen. All films found to be unsuitable will be burned, and the contracting managers will furthermore be punished.

Noticing a Chinese passenger acting in a suspicious manner on board the S.S. *Nut Mahomad*, the ship's guard asked what he was carrying in his basket. The passenger threw the basket overboard and after some exciting dodging between decks managed to escape. The basket, which was fished up by two boatmen, was found to contain eight Mauser pistols and 700 rounds of ammunition.

The Japanese peace exhibition at Ueno recently attracted a crowd on one day estimated at 190,000 and on the following day one of probably 160,000. Prior to the opening to the exhibition betting on the subject of how many people would attend on any given day became so rife that the police finally intervened and decided to take action against people found making such wagers.

A Chinese steamer called the *Cheung Chow* was recently pirated while on the way from Canton to Szechow. The Military authorities traced the pirates to the village of Sunchun in Punyu district, and after some fighting, the gang surrendered. Forty-eight persons, who were kidnapped from the steamer were released, and nine of the pirates were arrested and transferred to the General for trial.

A letter has just been received in Shanghai from some town or other in Transcaucasia, and the interesting thing about it is that it bears stamps to the value of 8,000 roubles—eight stamps with a denomination of 1,000 roubles each. The letter has come via Manchuria, and at the present rate of exchange it cannot be described as having cost a great deal in the way of postage. The cost would be only a few cents in local currency.—N.C. Daily News.

Two of President Sun Yat-sen's A.D.C.s have returned to Canton on a brief visit, but the President himself, apparently remains at Kweilin. Dr. C. C. Wu, the Vice-Minister of Foreign Affairs, who had an interview with Marshal Chang Tso-lin, in regard to the unification of the North and South, left Canton on Thursday for Wuchow en route to Kweilin for a conference with the President. Meanwhile the Chinese papers contain reports indicating that the Expeditionary Army which President Sun Yat-sen has been organising is now beginning to move.

"For a Woman's Honour," is the title of a thrilling drama shown at the World Theatre. The story, written by George Elwood Jenks, is one in which Warner made his success and reputation in the role of a young English physician who protects the memory of his fiancée's father by paying blackmail to a daring adventurer, and in doing so places himself in a false position with his sweetheart and her mother who believe the adventurer to be his wife. To clear himself would besmirch the character of a dead man and blast the happiness of the woman he loved. Only the death of the adventurer can remove the sinister shadow and this particular scene is acted in a highly dramatic manner. The drama is powerfully played by a strong cast.

On Saturday, shortly after noon, the dead body of a Chinese was found by the police in Temple Street. The man's right arm was fractured, his right heel smashed and his back badly injured. He is believed to have fallen from the roof of a house.

CABLES.

LATEST CABLES.
(THROUGH ROUTE'S AGENCY.)FIGHTING IN IRELAND.
REPUBLICAN AND FREE STATE
ARMIES CLASH.

Dublin, April 18th.
A message from Carrickmacross, Co. Wick, says that Mr. Griffith defied the anti-treaty Irish Republican Army's proclamation, mentioned on April 8th, which prohibited public meetings in County Sligo. Guarded by armoured cars and Free State troops, Mr. Griffith addressed a crowd without interruption at Sligo, which was previously isolated.

The anti-treaty Irish Republican Army seized the Post Office, thus preventing telegraphic communications. Fire was exchanged by the opposing forces in the morning, where one member of the Republican Army was killed, and one Republican civilian slightly wounded.

FURTHER FIGHTING IN DUBLIN

LATER.
A communiqué from the Irish Republican Army, states that a group of men, some of whom were armed with rifles, rushed Mr. Collins and party's motor-car on the latter's arrival at Dublin. They fired on Mr. Collins, and the fire being returned a man with a revolver and a bomb was captured.

The assailants disabled and captured another Head-Quarter's car, but attacks made on Beggars Bush Barracks Army Transport, and on the Civil Guard at Ballinacorney were fruitless. There were no casualties.

BRITAIN'S BOXER
INDEMNITY.SUGGESTION BY CHINESE
STUDENTS.

London, April 18th.

Chua Sin Kah is a letter to the *Times*, from Christ's College, Cambridge, suggesting that the Boxer Indemnity could be utilized to the mutual benefit of Great Britain and China, by Britain remitting it, if it is applied to encouraging and aiding Chinese students to come to Great Britain; thus following the example set by the United States. The writer dwells on the commercial and other advantages arising therefrom, and points out that while there are over two thousand Chinese studying in America, there are only two hundred studying in Great Britain.

In support of this argument, he submits that United States will, in a few years, seriously challenge Great Britain's present premier position in the economic field, and that China will be a heavy buyer in the world's market, once we are past the present transition stage.

SEMENOFF CANNOT BE
TRIED.FEDERAL DISTRICT ATTORNEY'S
OPINION.

New York, April 18th.

The Federal District Attorney, in informing Mr. Borah that neither the Federal or the State Military Courts can try M. Semenov, who was held on a charge of murdering American troops in Siberia, says that if the American Army recognised Semenov at the time of the alleged murders, the only appeal would have been to Semenov's military superiors there.

If his army was unrecognised by the American Military Authorities, they had a right to capture, and try to punish Semenov then, and not now.

FRENCH COLONIAL
EXHIBITION.

GREAT INDO-CHINA DISPLAY.

MARSEILLES, April 18th.

Spectacularly, the Indo-China section unquestionably takes first place at the great French Colonial Exhibition, which was opened by the Minister for the Colonies. It occupies 10,000 square yards and is the principal attraction of the exhibition. A faithful reproduction is presented of the Temple at Angkor, with the spires mirrored in the waters of the sacred lake.

The papers describe it as a monument worthy of the great colony, whereof they simultaneously recall the astonishing past and the intensely active present.

MARLINER CABLES.
DISASTROUS TOKYO FIRE.PRINCE'S STAFF AMONG THE
GUESTS.

Tokyo, April 18th.

The Imperial Hotel, Tokyo, at which 170 guests, including many officers of H.M.S. Remona and some members of the Prince of Wales' Staff, were staying, was completely destroyed by fire this afternoon. A resident named Millberry (formerly Greek Consul), who had lived at the Hotel for a long period, was burned to death whilst attempting to escape from the roof.

The fire occurred between three and four o'clock, when the Prince of Wales was attending an Imperial party given by the Empress and the Regent, to which some 3,000 guests were invited.

The loss is estimated at over one million yen for the building alone. Most of the guests lost everything.

The Prince of Wales has expressed his deepest sympathy. From Sir Herbert Russell, Reuter's special correspondent.

LATEST CABLES.

A ROYAL DUCK HUNT.

Tokyo, April 17th.

On Monday morning the Prince of Wales attended a Japanese duck hunt in the grounds of the Hama Palace. The birds were caged into a narrow canal by decoy ducks, and captured by great butterfly nets, the sport causing much amusement.

In the afternoon the Prince of Wales attended a Garden Party at the British Embassy.

In the evening the Prince of Wales gave a dinner at Akasaka Palace, later attending a performance at the Imperial Theatre as the guest of the Mayor of Tokyo, and receiving an address of welcome. (From Sir Herbert Russell, Reuter's Special Correspondent.)

"DIOMEDE" FOR CHINA
STATION.

NOW BEING FITTED OUT.

London, April 18th.

Captain Hopwood is superintending the fitting out of the new light cruiser *Diomedé*, which he will shortly commission for service on the China station.

THE DAVIS CUP.
THE INDIAN TEAM.

Lahore, April 18th.

The All-India Lawn-Tennis Association has invited the brothers Fyze, Ramaswami, Captain Lewis Barclay, Rangarao, and F. H. L. Crawford, to play Ramania in the first round of the Davis Cup.

GENOA CONFERENCE.
SIR CHARLES ADDIS SUMMONED
FOR EXPERT ADVICE.

Genoa, April 18th.

Sir Charles Addis who has just returned from the Far East has arrived and been summoned to give expert advice.

MARLINER CABLES.

PLAN FOR DISARMAMENT.

Genoa, April 18th.

It is authoritatively learned that Mr. Lloyd George has a complete plan for a European disarmament pact. The British view is that the four-Power pact at Washington produced peace among the Pacific Powers and subsequently plans for limitation of armaments. The Genoa conference is disposed to consider armaments at the first stage, not the second. There is no idea at present of a military holiday. The British are also dead against reinforcing the pact by military sanctions which belong to the very order of ideas which the British are trying to abolish.

The British delegation has in mind a pact against aggression, and has not considered the question of the duration of the pact, but probably a decade will be suggested by all the nations now participating at Genoa.

INDIAN RAILWAY STRIKE
COLLAPSING.

ACTS OF VANDALISM.

Calcutta, April 18th.

The strike on the East Indian Railway appears to be fizzling out. The position is practically normal, except at Asansol, where the locomotive drivers have not resumed.

The War Memorial unveiled by the Prince of Wales on December 30th was disfigured last night, when somebody unknown daubed charcoal over the sides and the plaques bearing the names of the killed. The War Memorial to the victims of the Black Hole of Calcutta was similarly treated.

THE ALLEGED FINANCIAL
SCANDALS AT PEKING.
VICE-MINISTER OF FINANCE
REPLIES.

Following is a translation of a telegram to the President sent from Shanghai, on March 20th, by Mr. Tai Hsueh-pu, the Vice-Minister of Finance:

"On account of my sickness, I came to the South to find rest. I found that in the papers some charges were made against the financial authorities by the Minister of Justice and the People's Financial Investigation Association. As Vice-Minister, I may well keep silent and say nothing about this matter; but on account of the uneasiness in my mind, I take the liberty to send this telegram to your Excellency as an explanation. The stringency of the national finance began at an early date."

Previous to the third year of the Republic (1914), the government lived on Foreign Loans; before the fifth year of the Republic (1916), on Internal Loans; and before the sixth year of the Republic (1917), on Japanese Loans. Beginning from the Eighth year of the Republic (1919), the government was unable to secure loans from the above mentioned sources. Thus it gave rise to loans from the various Chinese commercial banks, the total amount of which aggregates to about Ninety Million Dollars, which exceeded several times over the total sum of the capital of the various banks. Those who are on the side of the government would denounce the high rate of interest of the banks, while those on the side of the banks would declare that the banks are helping to finance the government. In comparison with the ulterior motives of subscribers to the irredeemable Chiao Sing Bonds of the late Tsing Dynasty, the people's purchase of Government Bonds at present for the sole purpose of investment is a healthy and desirable symptom, marking a big step forward in the economic development of this country.

Moreover, after the European War the rate of interest is excessively high in all the commercial centres. I remember Mr. Lamont in his speech at the Waichiaopu Building two years ago, stated that the loans raised by the banks were not taken from the bank vaults but drawn from the market. If the government does not offer a high rate of interest, how can the banks get money from the market? Perhaps the banks are now regretful of their former surplus on paper contracts satisfactory repayment of principals. And how much has been paid by the government in the form of cash?

What remains from the Ninety-six Million Loan Bonds after meeting all the foreign loans and the expenses of the Ministry of Finance, say, all sold at par, is still less than sixty per cent. of the money actually put up by the banks. If the government is in a serious financial condition again, I wonder who would be willing to make further sacrifice in order to help the government? I would advise the government to establish some definite policies in regard to these matters and to keep faith with the people in order to encourage the people to invest in the government securities. It would be a mistake to do anything that would make the market uneasy about the financial accommodations given by the government.

As to the allegation of conspiracy between the financial authorities and the banks, its truth should be proved by evidence. On conviction, the guilty parties should, of course, be brought before the court and punished in accordance with the laws of the Republic; otherwise the prosecution or false charges is unfair and unjust.

THE ISSUE OF TREASURY BILLS.

As regards the issue of Treasury Bills, it is quite within the authority of the Ministry of Finance. Thrice formerly, Special Treasury Bills issued by the Salt Surplus, were issued without going through the Cabinet meeting. Last year the same practice was repeated in the issue of the Salt Surplus Special Treasury Bills. The Premier was duly consulted in this case and he stated that he had made a verbal report at the Cabinet meeting. Owing to the unusual stringency of the financial market at the end of the lunar year, and as the government is unable to force the people to give their money to it, the only way to get necessary funds is to tide over the lunar year is to secure loans from the banks at high rates of interest. I did my best in raising more than ten million dollars within about ten days in order to tide over the lunar year. I worked very hard indeed and succeeded in this extremely difficult task. Everything is over now, and it is beyond my expectations that, instead of being rewarded, I am facing delamatory charges.

The loans secured on Bank of China shares were not made during my tenure of office. They were made about a year ago. The loan contracts stipulated that if the government should fail to repay the principal on due date, the creditors are allowed to dispose of the securities without securing the consent of the Ministry of Finance. As the date fell due, the government was unable to pay the principal and the interest, the creditors were about to carry out the terms in the contract. The creditors do not want to buy or sell these Bank of China shares; what they do want is to get back their principal and interest. After prolonged negotiation with the creditors, it was finally decided to insert notices in newspapers and invite lenders to buy the shares so that any one offering the highest

(Continued at foot of next column.)

CHARITY BALL IN THE
PRINCE'S PAVILION.

This special pavilion was used, last night, for the first time since the departure of the Prince of Wales, when a charity ball took place. The affair was organized by the subcommittee in port in aid of the windows and orphans of the crew of H43 which was sunk with all hands, a few months ago, in a collision off Gibraltar. A wave of sympathy was set up and had practical results at home and it soon reached Hongkong where a good deal of money has been raised already in naval circles. Last night's ball gave the general community an opportunity to do its share and was undoubtedly successful, as 2,000 tickets were sold hours before the ball began. The pavilion was decorated and the arrangements made under the inspiration of Lieut. T. I. Scott Bell, R.N., and the Rev. Archer Turner, R.N., of the *Amberley*. The *Hawkins* band and the *Cairo* Jazz band lent their services. Refreshments were available and a most enjoyable evening was spent. The only regret was that so precious a dancing hall must soon disappear.

DEATH OF A WELL-KNOWN
RESIDENT OF MACAO.

A well-known resident of Macao passed away in that Colony last week in the person of Dr. Alfredo Pinto Lello. Dr. Lello came out from Lisbon to Macao over 30 years ago, and for a long period of years filled the position of Colonial Secretary. He retired from that position on pension a few years ago, and had since practiced in Macao as a lawyer and public notary. Dr. Lello had been in ill-health for some time past, and had arranged to leave for Portugal this week, but his illness took a turn for the worse and he passed away on the 11th inst. His funeral took place the same evening, and a large number of friends attended to pay a last tribute of respect. He leaves a widow (nee Loureiro, of Hongkong), another son, and three daughters. One son is in Macao, another in Shanghai and the third at school in Lisbon.

THE NEAR EAST.

ALLIES REPLY TO THE KEMALIST
GOVERNMENT.

Constantinople, April 17th.

The Allies have informed the Ankara Government that they cannot consent to immediate Greek evacuation of Anatolia as an armistice condition, and point out the difficulties of according to such a demand. The Allies, however, are prepared to make evacuation begin directly the Kemalists accept the peace terms as a whole.

price would get them. The offer would be extended for two weeks so that every chance will be given to the public to take up these shares. Everything in this matter was done with full publicity and I cannot see how the financial authorities can be guilty of misconduct.

Suspensions are apt to arise in regard to the financial officials. The cases of Hong-yang of Han Dynasty and Liu-yen of Tang Dynasty can be cited in history. It is extremely difficult for a financial official to escape criticism and maintain his reputation up to the end of his career. Beginning from the fifth year of the Republic (1916), the nation was divided into the South and the North, and the number of troops increased enormously. The financial condition of the country became worse than ever; the revenues from the provinces were seized by the provincial authorities and the Central Government had to make all kinds of loans to meet the insatiable demands. Since the nation can not be unified by military forces, much money had to be spent meaninglessly, and, of course, the people are groaning under the circumstances. This is the fate which the successive financial authorities were made to face during the recent few years.

I feel that so long as the political conditions are not remedied, nothing can be done in the way of financial reform. Since my ability was limited and the government financial affairs were beyond my power to adjust, I gave up my position as the Chief of the Loan Department. Recently when Premier Liang Shih-yi organized his Cabinet, I was asked to take up the post of Vice-Minister of Finance. Soon after my assumption of office the present political crisis suddenly took place. The reorganization of the government's finance is beyond my power and ability, although I have always entertained such a desire. I feel very sorry that I have disappointed your Excellency's hopes in appointing me to office. Hereafter I shall retire from political life.

In conclusion, it must be observed that the originators and promoters of the People's Financial Investigation Association are the disappointed members of the Financial Adjustment Commission who have been recently dismissed from the Ministry, and whose names can be verified from the records. The said Association has not only an illegal organization, but has also the nature and purpose of retaliation. It is necessary to state here that if such an organization is allowed to exist, all measures of Governmental economy and retrenchment, and the reduction of the superfluous number of officials will amount to nothing more than a mere farce.

THE NAVY LEAGUE.
GAUSTIC SPEECHES AT ANNUAL
MEETING.

The fact that the Navy League had reached a critical stage of its existence was revealed at the annual meeting of the Grand Council in London recently.

There have been internal discussions about the policy of the League which resulted in the resignation of the President, the Duke of Somerset, and the whole of the Executive Committee. There are also serious financial difficulties.

After a discussion lasting two hours and a half the committee agreed to remain in office for another month in the hope that it may be possible to prevent the collapse of the League.

A NEW SITUATION.

Mr. V. Biscoe Taitrow, the chairman, first (I all announced the resignation of the Duke of Somerset, and then went on to move the adoption of the report, which contains the following proclamation on League policy:

The outstanding feature of the year has undoubtedly been the assembling of the Washington Conference and the decisions there arrived at. The members of the Navy League will feel especially gratified at the results achieved. For more than a year they have consistently advocated such a Conference, and they desire to take this opportunity of placing on record their gratitude to President Harding for summoning the Conference, and to Mr. Balfour for the great and statesmanlike part he has played in contributing to its successful issue.

The agreements arrived at when ratified by the respective Governments concerned will inaugurate a new era in the world's history, and contribute to mankind a service the greatness of which cannot be measured in words. At the same time it must be clearly understood that the policy of the Navy League is the maintenance of such naval strength as will adequately protect British subjects and British trade all the world over.

Having drawn attention to the bank overdraft of £245, Mr. Taitrow explained the causes leading up to the present misunderstanding. The League's declaration of policy in 1919, the New Year message of 1921, the Washington Conference, the special meeting of the Grand Council in January last, and the criticisms of League policy by Mr. P. J. Hannon, M.P. The chairman accused Mr. Hannon of a breach of etiquette in communicating to the Press the proceedings of the committee, which were confidential.

There had been some confusion about the memorandum issued on October 13th. It was a considered statement of what the committee believed to be the facts on the eyes of the Washington Conference, and was not a statement of League policy at all. At the Special Grand Council on January 12th, Mr. Hannon brought forward a resolution condemning the memorandum, and this was put as an amendment, and carried by a majority of 11. The attendance at that meeting was only 65, out of 492, and only 41 delegates out of 268. The committee were faced with a vote of no confidence, and a further conference was unsuccessful in finding a solution. Mr. Hannon insisting on an immediate alteration in administration, and that the memorandum should be publicly withdrawn. The committee were quite unable to comply with one or the other, and had no alternative but to initiate their resignation. Until this sharp division was settled he was afraid the Navy League would be unable to continue.

PERSONALITIES.

Admiral L. G. TOWNSEND, seconded in a rather bitter speech, in the course of which he maintained that the policy of the League had not changed, but had only been modified to such an extent as was consistent with the changed circumstances of the world. Going on to speak of Mr. Hannon's newspaper attacks, he used the phrases "wounded vanity," "disappointed ambition," and "hankering after personal aggrandizement," and there were several interruptions from the audience: "Leave these personalities out."

They had been asked why they did not say anything while the Washington Conference was sitting. There were times in the lives of all of them when silence was golden, and the Washington Conference was one of these occasions.

"ENGLAND'S EXTREMITY."

Mr. ARNOLD WHITE, in moving the rejection of the report, declared that the League of Nations was a futility, and they were turning the Navy League into a parochial and useless organization. The first essential for the safety of the Empire and civilization was sea power supremacy. While disapproving of the present policy of the League, he hoped there would be no quarrel or ill-feeling, and that they would come together in the spirit of determination, in this moment of England's extremity, to keep the Navy League alive and vigorous for the purpose for which it was founded.

"But it will be perfectly frank. I do think that Admiral Hopwood should retire. He is too deeply steeped in the beautiful principle of loving the enemies of your friends, and this makes it impossible for him to discharge the duties, however able he may be, of secretary to this League. Admiral Hopwood's resignation is the minimum I think we can ask from this side of the table."

Maj. BOSTON HILL seconded, and suggested that the League should go back to its original motto of "Keep watch." Mr. P. J. HANNON, M.P., said that he desired to do everything in his power to preserve the organization and remove the unfortunate misunderstanding. He explained that when it was proposed to issue the memorandum, which was a volte face on the part of the Navy League, he felt it his duty to tell the public the circumstances.

(Continued at foot of next column.)

DUNLOP'S LOSSES.
SHARP CRITICISM OF WHOLE
DIRECTORATE.

There were several lively incidents at the crowded meeting of shareholders of the Dunlop Rubber Company, whose loss of £2,320,000 on the year was referred to by the chairman (Mr. F. A. Searcy) as "truly appalling," though his survey of the future was very hopeful.

Mr. Searcy, a shareholder, asked: "How many members of the Board are there still upon the Board who have pursued this extravagant policy?"

"Ought they not in common decency to place their resignations in our hands?" There is a general idea that the company suffers from incompetent management. It is a colossal monument to ineptitude and mismanagement of the Board—ones unparalleled in the history of British industry." (Cheers.)

"The English language is lacking in a word to describe it (laughter)."

Mr. Davidson declared that, if commercial men told the truth they would admit that they had lost more than the Dunlop Company.

This statement was met with cries of "Nonsense," and "Sit down."

Mr. Davidson: "I have not the slightest intention of sitting down." ("Oh, Oh.") Mr. R. H. Hooper: "It is incredible to me that anyone in the cotton and rubber business could lose such an enormous amount of money."

The Hon. Holland Hibbert asked the amount of remuneration to the Board and to the ex-officio directors, adding, amidst laughter: "And will you tell us the use of ex-officio directors?"

Sir Arthur Du Cros, president of the company and ex-officio director, thought there had been lack of prudence in the conduct of the company, but if they all pulled together he looked with hope to the future.

SIR ARTHUR'S £19,000.

Answering questions as to remuneration, the chairman said: "There is a president, Sir Arthur Du Cros, and a vice-president, Mr. Alfred Du Cros, and they have contracts with the company as advisers."

"In that capacity the president receives £12,000 a year free of income-tax up to five shillings."

"The vice-president receives £2,500 per annum, not free of income-tax. Their contracts have at least 16 or 17 years to run." ("Oh, Oh.")

The Hon. Holland Hibbert: Twelve thousand pounds a year for the president—"

dent!"

The Chairman: Yes.

The Hon. Holland Hibbert: Yes. Good heavens! What for?

The Chairman: For advising. ("Oh, Oh!")

Sir Arthur Wheeler said he believed the money paid to Sir Arthur Du Cros had been well earned.

The Chairman's suggestion that an accountant, assisted by a small committee, should inquire into the position of the company was agreed to. Sir Josiah Stamp, Mr. J. M. Thompson (Belfast), and Mr. F. Sobey (a North Country worsted spinner) being appointed as the committee.

in which it was adopted. All they asked was that the administration of the League should be altered, and he then saw no difficulties in adjusting their differences and reconstructing the League.

THE NAVY OF THE FUTURE?

Admiral LOWTHER GRANT, Naval Attaché in America, said that he welcomed the outcome of the Washington Conference. They must take into consideration that America was rich and we were poor. If we desired to compete with America in naval armaments we should find it extremely difficult to do so. The reduction of taxation with a view to the revival of trade and the elimination of unemployment was accepted by all as vital to this country. If unemployment continued as at present, something not far short of a revolution would take place. "And then good-bye to our Navy altogether." To resist reduction of the Navy in order to maintain fleets of ships that were unnecessary and unreasonable would arouse hostility, and would be making the country exist for the Navy, and not the Navy for the country. It would, therefore, be undermining the interest of the Navy itself, which he was glad nobody desired. It was a case of amputation being necessary. If the experts refused to do it, then non-experts would undertake it, and the patient would bleed to death. This process had already commenced, and it would go on unless those who knew and understood the Navy undertook the task. "If they do not, God help the Navy." His candid view was that a large section who were crying out against the logical result of the Washington Conference and the existing international situation were in the grip of a very bad attack of Little Englandism and the grossest materialism.

After further discussion Mr. Arnold White agreed to withdraw the amendment on the understanding that the old policy of "Keep Watch" was restored and that they dispense with the flounces and frills.

The resolution was adopted.

CONFERENCE IN THE EXECUTIVE.

The test vote, however, came on a resolution from Bristol, moved by Capt. J. STUART WILKS, R.N., expressing confidence in the executive and asking them to reconsider the decision to resign.

Com. E. H. DONNAN seconded. The resolution was carried by 38 votes to 25, and the Chairman announced that he held 129 proxies, as against 29 in favour of Mr. Hannon.

The resolution of sent forward by Lyon and Truro and Chelsea branches were not moved, but the East Sheen and Kensington resolutions were adopted.

The Executive Committee agreed to remain in office for another month and try to reconstitute the Executive Committee in the meantime.

Col. BUCHAN offered to guarantee £100 towards retrieving the financial position if 19 other people would do the same.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON via Suez

"KENDAL CASTLE" ... sailing on or about 23rd April
"WHAY CASTLE" ... sailing on or about 18th May

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.
HULLS having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR SHANGHAI

"PERSIA" ... sailing on or about 27th April
"TRIESTE" ... sailing early in May

FOR BRINDISI, VENICE & TRIESTE

"PERSIA" ... sailing on or about 27th May
"TRIESTE" ... sailing early in May

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS
"UMONA" ... sailing about the end of Apr.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Agents.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.
28th April.

This vessel offers excellent cabin accommodation for saloon passengers—

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN

Telephone No. 1574.

Agents.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hobei & Pakhoi

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office,
No. 37, Bankam Street, Wai.
Tel. No. 355.

S. MITARAI,
Agent,
Top Floor, King's Building,
Tel. No. 140.

THE EAST ASIATIC CO., LTD.

COPENHAGEN

The M/S. "TONGKING"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN PORTS.
About 22nd April.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Malaya"	18th Apr.	28th May
M/S. "Java"	7th May	23rd June
M/S. "Formosa"	15th June	23rd July
M/S. "Formosa"	22nd June	30th July

Subject to change without notice.
For further particulars please apply to—

MANNERS & BACKHOUSE LTD.
Agents

SCOTTISH LETTER.

SCOTTISH JUDGESHIP AND A
BI-ELECTION.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, March 1st.

As was anticipated, Mr. T. B. Morison, K.C., M.P., Lord Advocate, has been appointed to the vacant Judgeship in the Scottish Court of Session.

This will necessitate a bi-election in Invernesshire, and the political parties are already preparing for a contest. The Coalition has a strong candidate in Sir Mordoch MacDonald. He will receive the support of the voters in the town of Inverness, of which he is a native. In the county generally, and in the western islands, however, the land question and the treatment of ex-servicemen has excited a considerable amount of discontent, and a crofter candidate will make a much better appearance than at the last General Election. The name of Mr. Mackenzie Livingstone, London, is mentioned in the Independent Liberal interest.

G. S. S. AND PARLIAMENT.

The Labour Party in West Edinburgh never expected Mr. G. Bernard Shaw to accept an invitation to become their candidate at the General Election. What they wanted was to "draw" the show man of their party—or showman, whichever description you think most appropriate—and of course they were completely successful. Mr. Shaw is always ready to play Cheap Jack in the open market place; it is many years since he proclaimed his liking for the part, and cried out, "Give me the cart and the trumpet!" In his letter to the Labourists of West Edinburgh Mr. Shaw asks why "waste my time at Westminster for a salary on which I could not live, when I can command a far more eligible position and much larger emoluments as a leading member of my profession?" He keeps up this low grade tone all through. "If the Labour Party, or any other party will guarantee me an unopposed election, and a salary of £4,000 a year, with a handsome pension, I may at least consider the proposition that I should narrow my audience from civilised mankind to the handful of bewildered commercial gentlemen at Westminster, who are now earnestly ruining their own country; but my answer would probably be the same—it would be easier and pleasanter to drown myself."

Mr. Shaw is quite right in one respect. Parliament is not the place for him. We have Don Quixotes and Sancho Panzas there already, and have no desire to add to their number. Whatever may be his monetary value in other spheres, politically Mr. Shaw would be a bad investment at a tenth of the £4,000 a year which he estimates as the value of his services. Fortunately there are still men who are willing to serve in Parliament without any reference to salary, and from motives of patriotism and public spirit. Mr. Shaw may therefore go on grinding his little joke about Parliament, —it has been one of his stock in trade for many years. His latest variant upon it is certainly one of the poorest specimens of the long series.

WILLIE HUNTER'S NATIONALITY.

William Hunter, the Amateur Golf Champion, has written from New York with reference to the rumour that he was to become an American citizen. "There is," he says, "no chance of my renouncing my own country, and I trust I will be playing either for Scotland, or in the event of an international match against America, for Britain."

JUTE MERCHANT'S FORTUNE.

Among the wills proved last week was that of the late George Angus Spence, Helensburgh, West Ferry, Dundee, managing director of the Angus Company, Limited, Calcutta, the estate being proved at £238,800.

SIZE AND WEIGHT AND BROWN.

Appropos this week's Rugby International, the Irish forwards have been noted for size and weight and brown. One of the famous Irish three-quarters, Johnston, was never seven than six feet in height, but, fortunately for his adversaries, his football was not developed in proportion to his stature. Then the late Basil M'Leary must have been the strongest man who ever played football. And he was very dangerous. In one Scottish International match he broke a player's collar-bone and knocked another man into oblivion for the time being. In neither case was there any semblance of roughness or the deliberate exercise of undue force. Half a team would be pulling at him before they got him down. Generally there is a compensating weakness in the equipment of these physical giants. M'Leary's "butter" was a good deal, and he had little or no knowledge of combination. No doubt he deserved assistance. Even our own great "Charlie" Reid seemed conscious of a weakness somewhere down about his ankles; when threatened with a low tackle he would stoop and push the man off or try to jump over his arms. E. Morrow was a great Irish full back in the 1888 International and M. C. M'Ewan met with the crash of two infuriated bull cubs. There was another fine bit of tackling in that match, when H. F. Chambers, the Scottish full back, brought down the fierce and powerful Irish half-back J. H. M'Laughlin, in full flight for the line. M'Laughlin was no canny man to stop, and Chambers had to be carried off after the impact.

Scotland also specialised in big forwards in these old days. Charles Reid's Edinburgh Academical club forwards could have beaten either this year's Welsh or Scottish pack. There was a first-rate forward round about 13 stone who could not get his place in that pack because he was too light. Leaving Reid out of comparison as a phenomenon, there is not a forward of the class of M. C. M'Ewan playing football in Scotland at the present time, not a dribbler of the cleverness of T. B. White, and we have not had a tackler like T. W. Irvine since Mark Morrison retired.

Forward play is reviving in Scotland, but those who remember the old times aver that it does not yet reach the old standard. They quote the hesitation, pack of the Ainslie, O. Reid's Academical, or H. T. O. Leggart's Academical. None of them carried a "hooker," but that would not trouble them much. It is many years since there was a forward in Scotland recognised above all things as a "dribbler." We don't dribble now, we are told, we kick straight and run after the ball. In old days we would throw that taunt at the English forwards, and possibly the superiority we would ourselves possess, possessing lay in the temperamental difference which impelled a Scot to steer a ball along the ground with his foot, while an Englishman's instinct prompted him to attain the same end by picking it up and running with it. Nationally the Scotman is committed to forward progression by footwork, and the highest attainment in footwork is dribbling. "Softly, forwards, softly," W. E. M'Lagan used to shout when someone "hooked" the ball out of reach.

BRITISH GOLFERS AND AMERICA.

The invitation of the United States Golf Association to this country to send ten golfers to compete in an international match against the States this year opens up interesting possibilities. Such a match was hinted at when the presentation formalities were going forward at Hoylake, but it never became a concrete proposal until the receipt of this definite invitation. The British v. America international last year evoked a tremendous amount of interest, perhaps as much because of the light it was thought to throw on the prospects of the Championship as of the trial of strength of the golfers of the two nations. As events turned out, it proved an entirely misleading guide, but it left something for this country to avenge. It does not seem clear whether America is to be represented in sufficient strength at Prestwick for another international to be held. It is to be hoped that there will be an encounter on the other side. Our assault of 1921 was the biggest we have ever made on the American Championship, when Messrs. Tolley and Wethered, Lord Charles Hope, and Mr. T. D. Armour competed. With ten picked men competing our chances of winning would be increased out of all knowledge, for it is presumed that the international would be held, like our own, on the eve of the Championship. The payment of expenses would not be inconsistent with their amateur status, when the men were playing for a side. That they would be playing for individual honours later would be merely incidental to the main event. But who is to foot the bill? We have nothing on this side equivalent in its representative character to the United States Golf Association, but no doubt if the men were forthcoming the money would be found.

THAT REMINDS ME.

At the National Liberal Club's luncheon, Sir Donald Maclean told a tale of a man who joined the great majority, and was asked what he thought of his new home. "Heaven's not so much better than Pootles," he said. "But this isn't Heaven" was the comment. Colonel Buchan, the well-known author, has been giving some of his experiences as a Parliamentary candidate. He once stood for his native county, his predecessor in the candidature being a young Etonian, who did not quite understand the language or habits of the countryside. The Colonel said that after having being adopted at a certain market town, he was patted on the back by an old shepherd who remarked encouragingly, "Ah, Mr. Buchan, we have got the right kind of candidate now; the last one was a decent man, but he was far over my muckle of a gentleman and far over honest."

I had taken a lady, admittedly the choicest of her sex, to the Ireland-Scotland Rugby match (writes a correspondent to the Glasgow News). We had splendid stand seats, with a good view, and from her constant ejaculations of pleasure I was congratulating myself that she was having a really enjoyable afternoon. Still, I could see that something was worrying her. A little frown of perplexity puckered her forehead every now and again. Then, towards the end of the first half, the trouble was expressed. "Whatever is that man doing running about in the middle of the field with a whistle?" she asked.

FIBUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fibuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fibuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturers and Refracting Opticians, 53, Queen's Road Central, ADVS.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

BANGKOK via SWATOW	"LEESANG"	Tuesday	18th April	10 a.m.
TIENSHAN	"CHONGSHING"	Tuesday	18th April	Noon
SHANGHAI	"CHONGSHING"	Wednesday	19th April	Noon
SHANGHAI via HOIHOW	"LOKSANG"	Thursday	20th April	10 a.m.
SHANGHAI & KOBE	"KITSANG"	Friday	21st April	Noon
MANILA	"TUENSANG"	Friday	21st April	3 p.m.
STRAITS & CALCUTTA	"FOOSHING"	Friday	21st April	3 p.m.
NANDAKAN	"KIMSANG"	Saturday	22nd April	Noon
STRAITS & CALCUTTA	"KIMSANG"	Saturday	22nd April	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Hongkong and Shanghai, and from Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through Bills of Lading may be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when business calls.

BURNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000-ton steamers, "HIBSANG" and "MAUSANG," both of which have excellent passenger accommodation. Cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Trengganu and Lahad Dato.

TIENSHAN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Changhai.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

"KIMSANG" will be despatched on or about Monday, 5th May, at 11.30 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENGARRY"	27th April
S.S. "GLENIFFER"	15th May
S.S. "FEMBROKESHIRE"	23rd May

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	4th May	GENOA, LONDON, ANTWERP & HAMBURG.
M.V. "GLENAPP"	15th May	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNAVONSHIRE"	13th June	LONDON, HULL, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd. AGENTS

Telephone No. 215 sub-er. 22 and 3636

Cable Address

Kawasaki, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone, JARANKU

1844, 1922.



KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUURA

Managing Director: Mr. MATSUYAMA

—Company has no head office; Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 8,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Freight and other particulars apply to the

KAWASAKI KISEN KAISHA

No. 2, BARRA KITA

SHIPPING NEWS

ARRIVALS

April 18th.
Darnleyshire, British str., 3,935 tons, Capt. H. S. Gibson, from London and Singapore, with a general cargo.—J.M. & Co.
Shanxi, British str., 4,388 tons, from Shanghai, with a general cargo.—B. & S.
 April 17th.
Amherst, Chinese str., 235 tons, Capt. Chuan Hin, from K. C. Wan, with a general cargo.—On Fat S.S. Co.
Myoko, British str., 1,776 tons, Capt. A. Fraser, from Canton.—Wo Fat Shing.
Dordville, French str., 3,081 tons, from Shanghai, with a general cargo.—M.M. & Co.
Hongkong, British str., 690 tons, Capt. C. H. Johnson, from Canton, with a general cargo.—B. & S.
Hanoi, French str., 739 tons, Capt. F. Morvan, from Haiphong and Fort Bayard, with a general cargo.—Lapicque & Co.
Hara Maru, Japanese str., 1,664 tons, Capt. T. Hirai, from Chinwangtao, with coal.—Doddwell & Co.
Kwongkong, British str., 1,423 tons, Capt. W. Ryden, from Shanghai and Swatow, with a general cargo.—J.M. & Co.
Palace, British str., 1,227 tons, Capt. F. H. Jones, from Swatow.—B. & S.
Tsuruga Maru, Japanese str., 3,900 tons, from Singapore, with a general cargo.—N.Y.K.
West-Fallen, German str., 3,194 tons, Capt. J. Jacobs, from Shanghai, with a general cargo.—Robert Dollar & Co.

CLEARANCES

April 17th.
Antioch, for Manila.
Bearings, for Shanghai.
Condillere, for Haiphong.
Haitian, for Haiphong.
Hok Canton, for K. C. Wan.
Kaiping, for Pukhoi.
Kwongkong, for Canton.
Leaving, for Swatow.
Maushu Maru, for Takao.
Rheus, for Singapore.
Tsuruga Maru, for Shanghai.
Tungshing, for Quinhon.

SHIPPING MOVEMENTS

The P. & O. s.s. **Dunedin** is expected to leave Singapore about April 21st, and is expected to arrive at Hongkong on or about April 26th.
 The P. & O. s.s. **Dunedin** left Singapore for this port on the 15th inst., at 8.30 a.m., and is due here on 20th inst., at about 8 a.m.

VESSELS EXPECTED

Western Heath, Kerr S.S. Co. (Shewan, Tomes & Co. Agents), due April 20th.
Dunera (P. & O.), due April 19th.
Lycan (Blue Funnel line), due April 19th.
Mikima Maru (N.Y.K.), due May 10th.
Nerbudda (B.I.), due April 19th.
Shantung, due April 19th.
Tandji (B.I.), due April 19th.
Tango Maru (T.K.K.), due April 27th.
Tsuruga Maru (N.Y.K.), due April 17th.
Koshino Maru (N.Y.K.), due April 17th.

SHIPPING NOTES

The Japanese steamer **Tachibana Maru** ran on a reef opposite the main wharf, Tsimshing Road, Singapore, last week, but was refloated without damage and proceeded to Java ports.

The recent collision between the United States Shipping Board freighter **Eastern Sailor** and the Japanese passenger steamer **Sakaki Maru**, has led to a legal dispute. The United States Shipping Board Co. has filed with the Japanese Consular Court at Shanghai a suit against the South Manchurian Railway Co., agents for the Japanese vessel, for the recovery of the sum of \$100,000, alleged to have been the losses sustained by the claimant as a result of the collision. The plaintiff alleges that as a result of the collision part of cargo on the **Eastern Sailor** was lost, and that the ship was damaged to such an extent that, including the value of the destroyed goods and such other losses due to the accident, an amount of not less than \$100,000 will have to be expended for repair works on the freighter, and for meeting other claims against the damaged cargo. The plaintiff lays the responsibility for the accident upon the defendant. The case will be heard this week.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 17th.

	Previous Day	On Date	On Date
	at 8 p.m.	6 a.m.	2 p.m.
Barometer	29.94	29.98	29.97
Temperature	76	68	77
Humidity	46	47	27
Wind Direction	E	ENE	E
Force	3	b	4
Weather	b	b	b
Rain	0.00	0.00	0.00

Highest open-air Temperature on 18th ... 76
 Lowest open-air Temperature on 17th ... 68

WEATHER REPORT

April 17th, at 12.33.—Pressure has increased moderately at Vladivostok and Weihaiwei, and decreased slightly over Hongkong. Changes elsewhere are small since yesterday. Hongkong rainfall for the 24 hours ending at 10 a.m. 17th inst. 0.00 inch. Total since January 1st 11.90 inches, against an average of 8.79 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 Direction N.E. winds, moderate, fine to cloudy.

Hongkong to Gap Rock
 Formosa Channel
 South coast of China between Hongkong and Lamook
 South coast of China between Hongkong and Hainan

HONGKONG TIDE TABLE

From 18th to 24th April, 1932.

Days of Week	Day of Month	High Water		Low Water	
		Time	Height	Time	Height
Tue.	18	h. m.	f. in.	h. m.	f. in.
		3 39	4	9 48	3
Wed.	19	1 38	5	9 18	3
		8 8	4	7 48	4
Thur.	20	2 50	5	10 40	3
		8 15	4	9 48	4
Fri.	21	4 25	5	11 46	3
		7 30	4	11 40	3
Sat.	22	5 34	5	0 39	3
		8 25	5	0 38	3
Sun.	23	7 38	5	1 4	3
		7 8	5	1 21	3
Mon.	24	7 58	5	1 35	3
		7 48	5	2 0	3

CANADIAN PACIFIC STEAMSHIPS LIMITED

REDUCED FARES TO ENGLAND

FIRST CLASS THROUGHOUT

EMPERESS OF CANADA. EMPERESS OF AUSTRALIA

EMPERESS OF RUSSIA. EMPERESS OF ASIA

CONNECTING WITH

EMPERESS OF SCOTLAND. EMPERESS OF FRANCE.

\$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada \$25.60 extra.

SECOND CLASS \$412.84 GOLD

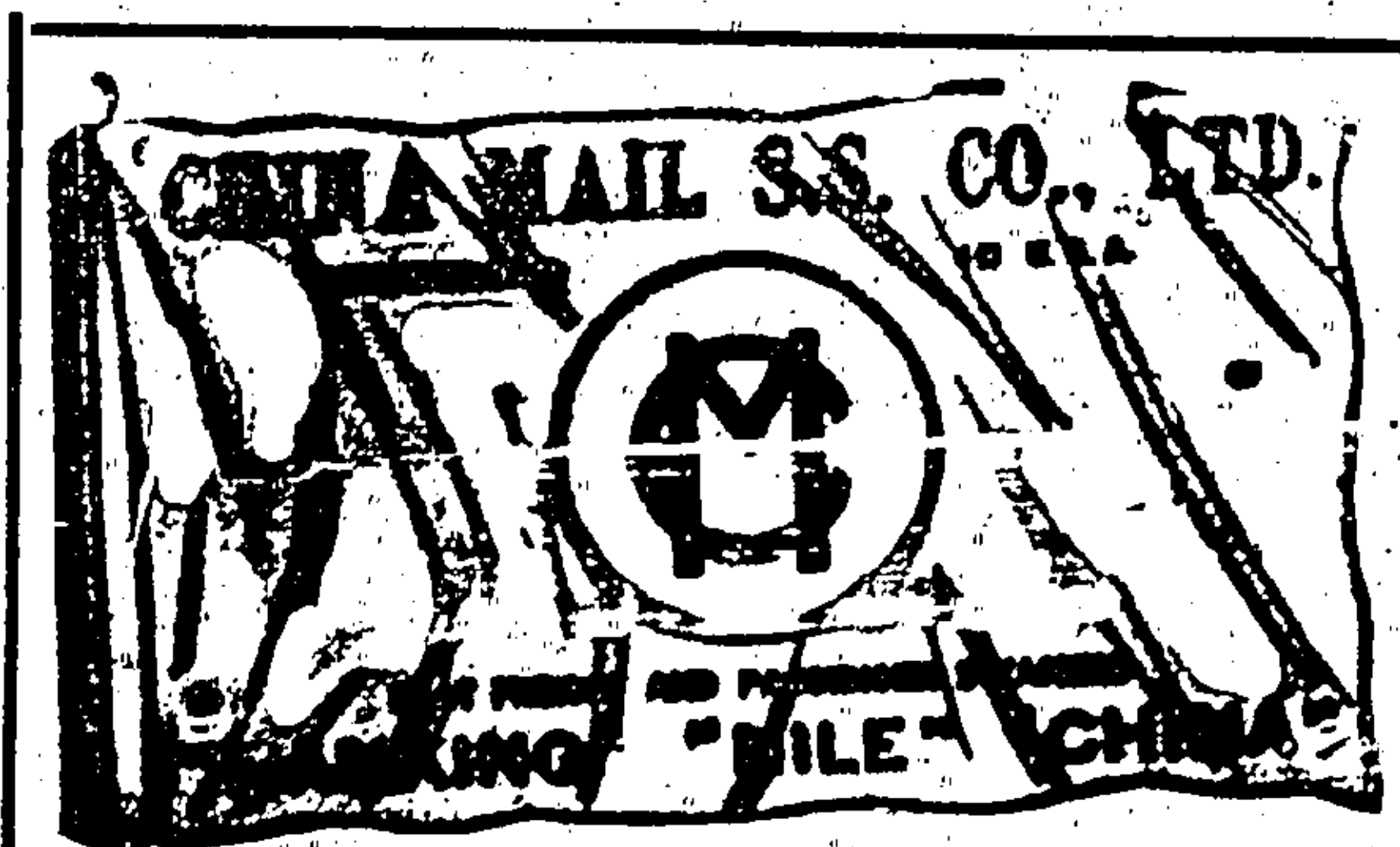
Lower Berth in Tourist Car across Canada \$13.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY.

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office. Telephone 752. Cable Address: GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"

May 30th at noon April 25th at noon

Java Service

HONGKONG to AMOY, May 1st.

HONGKONG to SINGAPORE and JAVA PORTS, May 8th.

S.S. "GOBJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

O. T. SUTHERLAND, GENERAL AGENT

PRINCE'S BUILDING, 100 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1034. No. 2181.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR PERMIT	APPLY TO	TO BE DESPATCHED
BOSTON & NEW YORK	Gaelic Prince	Brit.	Prince Line	...	On 21st inst.
LIVERPOOL via MANCHESTER	Torshavn Maru	Jap.	Nippon Yusen Kaisha	...	On 23rd inst.
NEW YORK & via SUEZ CANAL	Kendal Castle	Brit.	Doddwell & Co. Ltd.	...	About 24th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Brit.	Toyo Kisen Kaisha	...	On 24th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	...	On 24th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Golden State	Am.	Pacific Mail S.S. Co.	...	On 24th inst.
SEATTLE & VICTORIA via SHANGHAI, J. PORT, &c.	Yushimi Maru	Jap.	China Mail S.S. Co.	...	On 25th inst.
VICTORIA, VANCOUVER, SEATTLE & TAPOMA	Amur Maru	Jap.	Nippon Yusen Kaisha	...	On 25th inst.
VICTORIA, SEATTLE & VANCOUVER	Proteus Maru	Brit.	Ozaka Shosen Kaisha	...	On 25th inst.
MARSEILLES & LONDON via ST. PAUL, PANAMA &c.	Kalyan	Brit.	P. & O. N. L. & A. L.	...	On 25th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Amzone	Brit.	Messageries Maritimes	...	On 25th inst.
LONDON, ROTTERDAM & HAMBURG	Kashima Maru	Jap.	Nippon Yusen Kaisha	...	On 25th inst.
MARSEILLES, LONDON, ROTTERDAM & HAMBURG	Rheus	Brit.	Butterfield & Swire	...	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	City of Calcutta	Brit.	The Bank Line, Ltd.	...	On 25th inst.
GENOA, LONDON, DUSSELDORF & ANTWERP	Glanville	Brit.	Butterfield & Swire	...	On 25th inst.
MARSEILLES, HAVRE & LIVERPOOL	Archives	Brit.	Butterfield & Swire	...	On 25th inst.
AMSTERDAM, ROTTERDAM, & HAMBURG	Botti	Brit.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O. N. L. & A. L.	...	On 25th inst.
BOMBAY & COLOMBO	Honolulu Maru	Jap.	Ozaka Shosen Kaisha	...	On 25th inst.
STRAITS & CALCUTTA	Kumang	Jap.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
SINGAPORE & BELLAIR-DELI	Van Ooststraten	Dut.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
BRISBANE, YOKOHAMA & TAIPEI	Feris	Brit.	Doddwell & Co. Ltd.	...	On 25th inst.
SANDAKAN	Riohaku	Brit.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap.	Nippon Yusen Kaisha	...	On 25th inst.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O. N. L. & A. L.	...	On 25th inst.
SHANGHAI	Choyang	Jap.	Nippon Yusen Kaisha	...	On 25th inst.
NAGASAKI, KOBE & YOKOHAMA	Tango Maru	Jap.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
BANGKOK via SWATOW	Leomang	Jap.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	Tsuruga Maru	Jap.	Nippon Yusen Kaisha	...	On 25th inst.
SHANGHAI	Angkor	Brit.	P. & O. N. L. & A. L.	...	On 25th inst.
SHANGHAI	Dunera	Brit.	P. & O. N. L. & A. L.	...	On 25th inst.
MANILA	Feris	Brit.	Doddwell & Co. Ltd.	...	On 25th inst.
STRAITS & CALCUTTA	Jardine, Matheson & Co. Ltd.	...	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
TAKAO via SWATOW & AMOY	Fooking	Brit.	Jardine, Matheson & Co. Ltd.	...	On 25th inst.
	Sotha Maru	Jap.	Ozaka Shosen Kaisha	...	On 25th inst.

N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan port
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

(To be transhipped at Kobe into SEIZUOKA MARU) 1st May, at 11 a.m.
 (To be transhipped at Kobe into YOKOHAMA MARU) 12th June, at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KASHIMA MARU ... Friday, 28th Apr., at 11 a.m.
HAKONE MARU ... Friday, 18th May, at 11 a.m.
HAMBURG, via LONDON, HULL & ROTTERDAM.
NAGATO MARU ... Middle of May.
LIVERPOOL via MARSEILLES.
TOYOHASHI MARU ... Sunday, 23rd April.
SYDNEY & MELBOURNE via Manila, &c.
NIKKO MARU ... Wednesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 18th May, at 11 a.m.
NEW YORK, via PANAMA
LISBON MARU ... Sunday ... 7th May.
NEW YORK via Suva.
BIO DE JANEIRO, SANTOS & BUENOS AIRES, via OAPA
KAWACHI MARU ... Beginning of June
BOMBAY via Singapore, Penang and Colombo.
YAMAGATA MARU ... Monday, 24th April.
QALOUTTA via Rangoon.
AKITA MARU ... Sunday, 22nd April.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Friday 19th May.
SHANGHAI, KOBE & YOKOHAMA.

For further information apply to—
 Telephone Nos. 225 & 224. **NIPPON YUSEN KAISHA**
 K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS.—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Dowry" ... Due Hongkong 22nd May.

"West Prospect" ... Leave Hongkong 24th May.

"Dowry" ... Due Hongkong 11th June.

"West Prospect" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS.—THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA ONLY

"Bearport" ... Due Hongkong 1st Port

Leave Hongkong 18th April

TO MANILA, SAIGON, SINGAPORE, SOERABAYA,

SAMARANG AND BATAVIA.

"West Prospect" ... Due Hongkong 18th April.

Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SHIPPED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

1st Floor, Powell's Building, Phone No. 8008.

G. P. BEADFORD, Res. Agent.

VISITORS AT HOTELS

HONGKONG HOTEL.

Lord Acheson
 Mr. & Mrs. P. J.
 Mrs. Amplett
 Mr. C. W. Anderson
 Mr. J. T. Bagram
 Mr. H. J. Baxter
 Mr. & Mrs. J. A. Bed
 Mrs. E. B. Bell
 Mr. & Mrs. J. A. Bell
 Mrs. C. H. Benson
 Mr. E. J. Birbeck
 Mrs. E. Blackburn
 Mr. E. W. Black
 Mr. J. W. C. Bonnar
 Sir Hugh and Lady
 Mr. G. K. Hall Brutton
 Mr. C. P. M. Butterworth
 Mr. J. M. Cameron
 Mr. M. Cario
 Mr. N. Croucher
 Mrs. D. H. Davies
 Mr. H. Doherty
 Dr. Donald
 Mr. & Mrs. W. G. Doyle
 Mr. & Mrs. E. & 2
 children
 Mr. M. E. Ferguson
 Mr. E. Ferth
 Mr. Filisuan
 Mr. & Mrs. H. R.
 Miss M. Flynn
 Mr. & Mrs. Fowler
 Mrs. A. Fraser
 Mr. A. F. Fry
 Mr. & Mrs. W. H. Gale
 Mr. W. Galloway
 Mr. John S. Gardiner
 Mr. & Mrs. W. L. Gendle
 Miss M. Gerstle
 Miss L. Gerstle
 Mr. J. N. G. Gibbons
 Mrs. W. D. K. Gibson
 Mr. & Mrs. C. Gilbert
 Mr. G. Girard
 Miss Goro
 Adam Gortman
 Mr. P. L. Guan
 Mr. C. Hammond
 Mr. & Mrs. W. A.
 Hannibal
 Mrs. Hannibal
 Mr. S. K. Harker
 Mr. S. C. Harris
 Mr. & Mrs. W. Hendor
 Mr. James Holland
 Mr. W. L. Hungting-
 ford
 Mrs. M. Hussey
 Mr. Tan Ign
 Mr. J. E. Joseph
 Mr. & Mrs. R. H. Taylor
 Mr. F. Vining
 Mr. C. Weinberg
 Mr. & Mrs. E. J. Weir
 Mrs. M. Young

REPULES BAY HOTEL.

Mr. E. J. Adams
 Mr. Bickers
 Mr. Bruce
 Mr. & Mrs. Deany
 Mr. & Mrs. C. M. Ede
 Mr. & Mrs. C. Edgcombe
 Mr. & Mrs. C. P. Rose
 Mr. & Mrs. L. G. Bird
 child & governess
 Miss Gears
 Mr. & Mrs. Gears
 Mrs. Lamb
 Mr. & Mrs. Lancaster
 Mr. Lynott
 Dr. & Mrs. O. Marriott
 child & nurse
 Mr. R. F. Mastingly
 Mr. & Mrs. C. P. Rose
 Mr. & Mrs. F. D.
 Tracey
 Mr. Walker

PEARL HOTEL.

Mr. & Mrs. F. J. Adams
 Mr. & Mrs. J. L.
 Adams
 Mr. E. J. Ainslie
 Mr. & Mrs. A. Ashton
 Mr. & Mrs. J. A. C.
 Ballock
 Mr. & Mrs. G. Barker
 Mr. & Mrs. G. Birch
 Mr. E. E. O. Bird
 Mr. & Mrs. E. S. Booth
 Mr. M. J. Breen
 Mr. G. B. Bridger
 Mr. H. B. Bridger
 Miss C. C. Branco
 Capt. & Mrs. M. B.
 Brown
 Lt. Comdr. & Mrs. J.
 Brooke
 Mr. H. Buie
 Mr. W. A. Butterfield
 Mr. H. A. Cartwright
 Mr. & Mrs. J. A. Chad-
 wick
 Mr. & Mrs. J. W. Clark
 Lt. & Mrs. H. H. Com-
 rie
 Miss M. Cooper
 Mr. W. A. Cornall
 Mrs. Cormack
 Mrs. H. S. Curry
 Col. C. W. Davy
 Eng. Comd. W. Daw-
 son
 Mr. F. A. Dinsdale
 Mr. & Mrs. J. A. Doyer
 Lt. Comdr. & Mrs. T. B.
 Drew
 Mr. & Mrs. J. Duncan
 Mr. H. G. Eales
 Mr. W. Eastman
 Mrs. Eccles
 Miss Eccles
 Mr. G. T. Evelyn
 Capt. & Mrs. D. Felton
 Mr. F. W. Gibbins
 Madame Lotie Gor-
 don
 Miss M. B. Hall
 Mr. A. H. Holling-
 worth
 Major D. L. Harding
 Lt. Col. & Mrs. Heard
 Mr. & Mrs. L. H.
 Col. & Mrs. F.
 Hyslop
 Mr. & Mrs. R. C.
 Hockey
 Mr. & Mrs. H. M.
 Jacobs
 Mr. & Mrs. P. L.
 Knight
 Mr. L. Langman
 Mr. A. E. Linsman
 Miss E. O. Leslie
 Mrs. McAlinn
 Mrs. K. Mathiason
 Mr. & Mrs. W. Maygor
 Mr. J. W. Moran
 Mr. & Mrs. J. F. Miller
 Paymaster Capt. & Mc
 H. Miller
 Mr. M. S. Mitchell
 Miss J. Mitchell
 Hon. Mr. C. Mei
 Messer
 Mr. D. W. Munton
 Mr. & Mrs. A. C. Nichol-
 son
 Mr. & Mrs. T. Orton
 Mr. A. H. Penn
 Hon. Mr. & Mrs. T. L.
 Perkins
 Mr. E. Ralphs
 Mr. & Mrs. R. L.
 Rhodes
 Miss J. L. Robertson
 Mr. & Mrs. S. Robinson
 Mr. E. P. Shaw
 Mrs. & E. M. Elliott
 Mr. G. Morton Smith
 Mr. H. Spence
 Miss D. Stubbings
 Mr. & Mrs. Stubbings
 Mr. J. P. Swindell
 Mr. D. Taylor
 Mr. & Mrs. J. Thorn-
 borrow
 Mr. W. H. H. Webster
 Mr. & Mrs. S. T.
 Williamson
 Mr. Scott Williams
 Mr. W. Woodward
 Mr. F. N. Young

PALACE HOTEL.

Mr. & Mrs. Bramley &
 child
 Mr. E. Broad
 Mr. A. G. Eddon
 Mrs. E. Bolt
 Mr. F. Burnham
 Mr. W. S. Cuff
 Capt. G. H. Penno-
 father
 Mr. A. R. P. Davis
 Mr. H. E. Falconer
 Mr. P. Hoffman
 Mr. Theo. Flon
 Mr. F. H. Hall
 Mr. C. L. Howell
 Mrs. H. S. Hurley
 Mr. F. C. Hutchinson
 Mr. L. McLaren
 Mr. R. A. Murphy
 Mr. E. A. Liley
 Mrs. F. E. MacCaw
 Mr. J. Moss
 Mr. E. A. Murphy
 Mr. & Mrs. H.
 Osberry
 Capt. H. P. Robins n
 Mr. T. Roger
 Mrs. Russell
 Mr. & Mrs. W. L.
 Sharp
 Mrs. Eian Tungtano
 Mr.

AMERICAN & ORIENTAL LINE

NEW YORK via ...

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGUA, BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS, CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

CITY OF CALCUTTA ... 5th May ...Marseilles, London, Dunkirk and Antwerp.

Subject to change without notice.
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Messrs. Co., CANTON

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

To Boston and New York.

CITY OF MELBOURNE ... via Suez Canal ... 20th April.

CITY OF KARROO ... via Suez Canal ... 5th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ...	"ANGKOR" ...	15,200 ...	On or about 28th April.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOUL, SUZ, & PORT SAID ...	"ANGERS" ...	15,000 ...	On or about 12th May.
	"AMAZON" ...	11,000 ...	On or about 2nd May.
	"PORTHOS" ...	20,000 ...	On or about 18th May.

COMMERCIAL LINE

HAVRE, DUNKIRK & ANTWERP ... "COM. RAMEL" ... On or about 25th April.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)
For further particulars, etc. apply to—

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JORARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Ocean Steamers carrying 1,000 passengers, 1st Class, 2nd Class, 3rd Class, Electric Light and Power in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

SAILING ... Capt. F. J. Gill ... Tuesday, 18th April, at 12 noon.

SAILING ... Capt. W. C. Pasmoro ... Friday, 21st April, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO
General Managers.

P. & O. British India

Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

SINGAPORE, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS	Tonn	From Hongkong (about)	Destination
"KALYAN"	8,937	26th Apr.	(Singapore, Penang, Colombo, Aden, Port Said, Marseilles, & London)
"DUNERA"	5,403	2nd May	Singapore, Colombo & Bombay
"PLASSY"	7,348	10th May	Marseilles, London & Antwerp
"DONGOLA"	8,000	24th May	do
"BIGHIA"	8,700	2nd June	Singapore, Colombo & Bombay
"KHYSER"	9,000	7th June	Marseilles, London & Antwerp
"DELTA"	8,100	21st June	do
"SODAN"	7,000	1st July	Singapore, Colombo & Bombay
"KASHGAR"	9,000	5th July	Marseilles, London & Antwerp
"KARMA"	9,000	19th July	do
"KASHGAR"	9,000	2nd Aug.	do

BRITISH INDIA APCAR SAILINGS

"TOBILIA" ... 18th Apr. ... Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (Sund)

"ST. ALBANS"	5,000	18th May	{ Manila, Sandakan, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
--------------	-------	----------	---

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,403	20th Apr.	Shanghai
----------	-------	-----------	----------

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets.

All Cables are fitted with Electric Fans free of charge.

Parcels measuring not more than 9 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

21, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Penang.

"ALTAI MARU" ... Thursday, 20th April

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE

"SEATTLE MARU" ... Thursday, 13th May.

BOMBAY, COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"HONOLULU MARU" ... Sunday, 22nd April.

DHLI & PANAMA via SAIGON & SINGAPORE

"BUSBO MARU" ... Monday, 1st May.

CALCUTTA—A fortnightly service via Singapore, Penang & Bangkok.

"JAYA MARU" ... Friday, 21st April.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via and Return. Taking cargo to OVERLAND PORTS U.S.A. & CANADA

"ARIZONA MARU" ... Wednesday, 28th April.

NEW YORK via PANAMA—Regular monthly service via Suez, Penang, Singapore, and Cebu.

"AMOR MARU" ... Monday, 1st May.

NEW ORLEANS LINE via SUEZ

"CELEBS MARU" ... Thursday, 4th May.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"LONDON MARU" ... Thursday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Sunday, 23rd April.

TAKAO via SWATOW & AMOY

"BOSHU MARU" ... Thursday, 20th April.

Tel. No. 1080.

Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK

SS. "GAELIC PRINCE" ... 21st April.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED.

(Incorporated in Great Britain)
21, Queen's Building.Telephone 2145.
Telegrams (Express) ...C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
CHEFOO & NEWCHWANG	"HANGHONG"	On 18th Apr. D.L.
HAIPHONG, HOIHOW & BANGKOK	"CHENAN"	On 18th Apr. 11 a.m.
SAIGON	"PAKHOT"	On 18th Apr. 11 a.m.
SWATOW & BANGKOK	"KALGAN"	On 18th Apr. noon.
SHANGHAI	"SINKIANG"	On 19th Apr. 4 p.m.
AMOY, MANILA, CEBU & ILOILO	"CHINRU"	On 19th Apr. 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 21st Apr. noon.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 23rd Apr. 4 p.m.
PAKHOT & HAIPHONG	"KALFONG"	On 24th Apr. 11 a.m.
SHANGHAI	"SZECHUEN"	On 25th Apr. noon.
SWATOW, SHANGHAI & TSINGTAO	"KANCHOW"	On 26th Apr. noon.
AMOY & SHANGHAI	"LIANGHONG"	On 27th Apr. noon.
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 29th Apr. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation and ships Electric Fans in Saloon and state-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading, to all (except) and Northern China Ports. Passengers are landed in Shanghai, arriving by the transshipment of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

CARGO & BAGGAGE can be loaded AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.), Agents.

TELEPHONE 35.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"The Pathway of the Sun"

SAILING ... 14,000 ... May 18th

SAILING ... 14,000 ... May 24th

SAILING ... 14,000 ... May 30th

SAILING ... 14,000 ... June 5th

SAILING ... 14,000 ... June 11th

SAILING ... 14,000 ... June 17th

SAILING ... 14,000 ... June 23rd

SAILING ... 14,000 ... June 29th

SAILING ... 14,000 ... July 5th

SAILING ... 14,000 ... July 11th

SAILING ... 14,000 ... July 17th

SAILING ... 14,000 ... July 23rd

SAILING ... 14,000 ... July 29th

SAILING ... 14,000 ... Aug 4th

SAILING ... 14,000 ... Aug 10th

SAILING ... 14,000 ... Aug 16th

SAILING ... 14,000 ... Aug 22nd

SAILING ... 14,000 ... Aug 28th

SAILING ... 14,000 ... Sept 3rd

SAILING ... 14,000 ... Sept 9th

SAILING ... 14,000 ... Sept 15th

SAILING ... 14,000 ... Sept 21st

SAILING ... 14,000 ... Sept 27th

SAILING ... 14,000 ... Oct 3rd

SAILING ... 14,000 ... Oct 9th

SAILING ... 14,000 ... Oct 15th

SAILING ... 14,000 ... Oct 21st

SAILING ... 14,000 ... Oct 27th

SAILING ... 14,000 ... Nov 2nd

SAILING ... 14,000 ... Nov 8th

SAILING ... 14,000 ... Nov 14th

SAILING ... 14,000 ... Nov 20th

SAILING ... 14,000 ... Nov 26th

SAILING ... 14,000 ... Dec 2nd

SAILING ... 14,000 ... Dec 8th

SAILING ... 14,000 ... Dec 14th

SAILING ... 14,000 ... Dec 20th

SAILING ... 14,000 ... Dec 26th

SAILING ... 14,000 ... Jan 1st

SAILING ... 14,000 ... Jan 7th

SAILING ... 14,000 ... Jan 13th

SAILING ... 14,000 ... Jan 19th

SAILING ... 14,000 ... Jan 25th

SAILING ... 14,000 ... Feb 1st

SAILING ... 14,000 ... Feb 7th

SAILING ... 14,000 ... Feb 13th

SAILING ... 14,000 ... Feb 19th

SAILING ... 14,000 ... Feb 25th

SAILING ... 14,000 ... Mar 2nd

SAILING ... 14,000 ... Mar 8th

SAILING ... 14,000 ... Mar 14th

SAILING ... 14,000 ... Mar 20th

SAILING ... 14,000 ... Mar 26th

SAILING ... 14,000 ... Apr 1st

SAILING ... 14,000 ... Apr 7th

SAILING ... 14,000 ... Apr 13th

SAILING ... 14,000 ... Apr 19th

SAILING ... 14,000 ... Apr 25th

SAILING ... 14,000 ... May 1st

